

### SAILING DIRECTIONS CORRECTIONS

**PUB 172                      9 Ed 2001                      LAST NM 5/02**

Page 165—Lines 42 to 47/L; read:

**Qalhat LNG Terminal** (22°41'N., 59°24'E.) (World Port Index No. 48240) is situated about 1.4 miles SE of the village. The terminal consists of two T-shaped jetties extending about 0.2 mile from shore in a semi-protected bay open to the sea.

**Winds—Weather.**—The terminal is sheltered, by the mountains to the S, from the strong winds of the Southwest Monsoon during the summer (June to September). During the remainder of the year, the terminal is exposed to the Northeast Monsoon.

**Depths—Limitations.**—The LNG Jetty can accommodate vessels up to 125,845 dwt, with a maximum length of 310m and a maximum draft of 12.1m.

The MOF Condensate Jetty can accommodate vessels up to 13,000 dwt, with a maximum length of 140m and a maximum draft of 7.7m. An underkeel clearance of 2m is required to be maintained at all times.

**Aspect.**—A conspicuous flare, 106m in height, is located in the terminal.

**Pilotage.**—Pilotage is compulsory for all vessels using the terminal. The pilot boards in position 22°41.3'N, 59°26.0'E. Berthing and unberthing can be done 24 hours.

**Regulations.**—Vessels must send their ETA via fax when departing their previous port. The ETA should also be sent 96 hours, 48 hours, 24 hours, and 5 hours prior to arrival. Any significant change greater than 12 hours should also be sent.

**Anchorage.**—Anchorage can be obtained about 2 miles E of the LNG Jetty, in a bottom of mud, sand, and shingle. Permission from the terminal is required to anchor.

**Caution.**—Fishing activity, mainly during the hours of darkness, occurs in the approaches to the terminal. Drift nets in excess of 1,000m long are used; both the nets and the fishing boats setting them are poorly lit. Because of this, approaching and departing the terminal should be made with caution, preferably maintaining a NE or SW course, as appropriate, until well clear of the coast.

(BA NP 63, Supp. 8/2001; BA NP 286(3))                      6/02

Page 210—Line 56/L; read:

has been dredged to 11.5m, although it has been reported (2001) that the depth at Berth 66 is only 10.5m.

(PUBS 002/2002)                      6/02

Page 222—Lines 29 to 36/R; read:

Ad Dawhah Entrance Channel, 107m wide, and with a least depth of 10m in 1999, leads from seaward across the fronting shoals mentioned above.

A dredged channel, with a depth of 8.5m, leads N of the Container Terminal to the Flour Mill Terminal, which has an alongside depth of 12m.

(US NM 2/62409/02; US CH 62409;

BA NP 63, Supp. 8/2001)                      6/02

Page 235—Line 1/R; read:

All vessels shall monitor VHF channel 10 and 16 when underway in

(BA NP 286(3))                      6/02

Page 235—Lines 12 to 13/R; read:

Lighted Buoy E and the S limit of the tanker anchorage E of Sea Island. After passing S of Lighted Buoy 9, inbound vessels must not overtake

(BA NP 63, Supp. 8/2001; US CH 62419)                      6/02

Page 235—Lines 18 to 24/R; read:

between the S limit of the tanker anchorage and Lighted Buoy G and Lighted Buoy 18. Until N of Lighted Buoy B, outbound vessel may not overtake and must maintain an interval of at least 1 mile between ships proceeding in the same direction.

All vessels using East Channel should keep to the starboard side of the fairway. Overtaking is prohibited between Lighted Buoy RTE 4 and Lighted Buoy RTE 8. Outbound vessels should not depart this channel until Lighted Buoy RTE 2 has been cleared.

(BA NP 63, Supp. 8/2001; US CH 62419)                      6/02

Page 236—Line 35/R; read:

Vessels with a draft over 10m embark the pilot in the vicinity of Lighted Buoy D1 at the beginning of the pilotage area.

(BA NP 286(3))                      6/02

Page 238—Line 2/L; read:

shoal is marked by a lighted beacon with racon.

(BA NP 63, Supp. 8/2001; US NM 24/62415/99)                      6/02

Page 238—Lines 11 to 13/R; read:

There are six active berths at Sea Island Terminal; Berth 12 and Berth 14 have lighted buoys, which prevent using the berths, moored alongside. The entire terminal is almost 1 mile long and has a depth of 26m alongside.

(BA NP 63, Supp. 8/2001; US NM 29/62416/00)                      6/02

## PUB 172 (Continued)

Page 238; Table—Column R; replace with below:

Sea Island Terminal—Berthing Limitations			
Berth	Length	Minimum depth	Maximum vessel size
15	426m	25.0m	280,000 dwt
16	426m	26.4m	220,000 dwt
17	426m	24.4m	325,000 dwt
18	426m	26.2m	327,000 dwt
19	533m	27.7m	500,000 dwt
20	533m	26.9m	500,000 dwt

(BA NP 63, Supp. 8/2001)

6/02

Page 239—Line 12/L; read:

the vessel will be boarded about 1.5 miles SE of the S end of Sea

(BA NP 286(3))

6/02

Page 239—Lines 42 to 45/L; read:

Vessels of 150,000 dwt and over, with a draft of 18.28m or more, may request additional pilotage assistance to line up for the Deep Water Departure Channel. Such pilotage is compulsory for vessels with a draft of 20.73m or more.

(BA NP 286(3))

6/02

Page 240—Line 24/R; read:

light. A stranded wreck lies 0.5 mile E of the islet; a dangerous wreck, with a depth of 8.9m, lies 2.5 miles NNW of the islet.

(BA NP 63, Supp. 8/2001)

6/02

Page 243—Line 7/R; insert after:

**Caution.**—A dangerous wreck lies close S of the range line.

(BA NP 63, Supp. 8/2001)

6/02

Page 247—Lines 34 to 39/R; read:

Extensive construction has been reported (2001) in the area surrounding South Pier, extending to Mina Ash Shuayabah North Mole; a new South Pier is under construction. Vessels are prohibited from entering this area.

(BA NP 63, Supp. 8/2001)

6/02

Page 248—Lines 15 to 17/R; read:

offshore terminal board either 1.4 miles SE of SPM No. 21 or 1.5 miles NW of SPM No. 20. Berthing can be accomplished at any time of

(BA NP 286(3); US CH 62432)

6/02

Page 248—Line 20/R; read:

a pilot aboard. The vessel's ETA should be sent 72 hours, 48 hours, 24 hours, and 12 hours in

(BA NP 286(3))

6/02

## PUB 195 6 Ed 1999

LAST NM 5/02

Page 107—Lines 29 to 32/L; read:

**9.16** Lulea, the northernmost port in Sweden, stands on a peninsula at the SE end of Lulefjorden. It is one of the principal ports in the country. The harbor serves as the S outlet for one of the largest iron ore mines in the world situated at Kiruna, 146 miles NNW. The N outlet is at Narvik in

(NIMA)

6/02

Page 107—Lines 43 to 49/L; read:

or below mean level.

Within Sandöleden the current is unpredictable but may attain a velocity of 3 knots during the flood tide at springs.

(BA NP 20)

6/02

Page 107—Lines 2 to 28/R; read:

The Southeast Approach Channel, which forms the main deep-water entrance route, is known locally as Sandöleden. However, strictly speaking, the name applies only to that part of the route located NW of Vitfagelrannan Light.

From seaward this channel leads in a NW direction for 20 miles to the port. The fairway passes about 1 mile NE of Farstugrundet Light (65°20'N., 22°45'E.), close NE of Larsgrundet Light (65°28'N., 22°28'E.), and close NE of Vitfagelrannan Light (65°29.2'N., 22°25.5'E.). It then continues via a channel, which is dredged to a depth of 12.2m, through the narrow cut at Klubbnaslet (65°30'N., 22°22'E.) and across Sandofjorden to the port.

This route is authorized for drafts up to 11.4m. However, vessels larger than 45,000 dwt and all tankers are limited to a maximum draft of 11.2m.

The South Approach Channel, the secondary entrance route, is known locally as Sandgronnleden. From seaward the fairway passes about 1.5 miles W of Norstromsgrund Light (65°10'N., 22°25'E.) and leads NNE for 7.5 miles. It then leads N for about 5 miles and passes 1.5 miles W of Rodkallen Sodra Light (65°19'N., 22°22'E.). The fairway continues NNE for about 5 miles, passing 1.5 miles E of Borussiagrund Light (65°21'N., 22°16'E.) and through a narrow cut, dredged to a depth of 10m, lying between the shoals fronting the SE end of Grasjalgrundet (65°24'N., 22°17'E.) and the NW end of Sandgronnorna (65°23'N., 22°23'E.). It then leads NE for 3 miles and N for 2.5 miles, passing SE and E of Junkon, to join the main deep-water route (Southeast Approach Channel) close SE of Vitfagelrannan Light (65°29.2'N., 22°25.5'E.). This route is authorized for drafts up to 8.9m.

The principal facilities of the port are situated along the NE and E sides of Grasjalfjorden, to the S of the town, and along the NW side of Sandofjorden, to the SE of the town.

Lulefjorden, with depths of 7 to 9m, lies N of Grasjalfjorden. The passage connecting these two parts of the harbor is spanned by a bascule bridge. The bridge opening has a navigable width of 30m. The vertical clearance, when the bridge is closed, is 7.3m. It is reported (2000) that Lulefjorden is now only used by recreational craft.

The main facilities in Sandofjorden are described below.

**PUB 195 (Continued)**

Victoriahamnen is situated at the E most end of the peninsula of Svarton. The outer quay is 770m long and has depths of 9 to 12.3m alongside. The inner basin quay is 150m long and has a depth of 7.8m alongside.

Malmhamn, an ore quay, is situated 0.7 mile E of Victoriahamnen. It is 250m long and has a depth of 12.1m alongside.

Stromoren lies between Victoriahamnen and Uddebo Hamn. It contains a pier and a small craft harbor. The quay at the S side of the pier, which is equipped with a ro-ro ramp, is 120m long and has a depth of 9m alongside.

Uddebo Hamn is situated at the SE end of the peninsula of Svarton, 0.6 mile WNW of Victoriahamnen. The Old Oil Quay is 20m long and has a depth of 7.8m alongside. It can accommodate tankers up to 215m in length and 7.4m draft.

The New Oil Quay is 60m long and has a depth of 12.2m alongside. It can accommodate tankers up to 45,000 dwt, 299m in length, and 11.2m draft.

The main facilities in Grasjalfjarden are described below. There are six quays on the NE and E sides.

(BA NP 20; Fairplay Ports) 6/02

Page 107—Lines 41 to 49/R; strike out.

(NIMA) 6/02

Page 107—Lines 54 to 56/R; read:

Mattsundberget (65°33'N., 21°56'E.) rises about 5.2 miles WSW of Lulea and is best seen from the ESE. This hill is 143m high, with a long slope on its S side. A prominent radio mast stands 0.8 mile SW of the summit.

Hertsöberget (65°36'N., 22°12'E.), 77m high, rises about 1 mile NNE of Lulea. This hill slopes gradually S, but is steeper on the N side, and is best seen from SE.

Vitfagelrannan Light (65°29.2'N., 22°25.5'E.) is shown from a prominent tower, 15m high, standing 1.5 miles NW of Larsgrundet Light.

A conspicuous water tower, 61m high, is situated about 1 mile SW of Lulea, at Bergnaset. A radio mast, 41m high, stands close to the tower.

The main channels are indicated by lighted ranges, sector lights, and beacons, which may best be seen on the chart. The dredged fairway is marked by lighted buoys and cairns.

For additional landmarks and aids, see paragraph 9.12.  
(BA NP 20) 6/02

Page 108—Lines 1 to 29/L; strike out.

(NIMA) 6/02

Page 108—Lines 31 to 54/L; read:

The station at Lulea provides pilotage for the area between a line extending 152° from position 65°24'N., 21°49'E and the Finnish border. All requests for pilotage for Lulea, Skelleftea, Umea, Torehamn, and Ornskoldsvik must be made through the Lulea VTS station (see Signals).

Pilotage is compulsory in the area for the following vessels:

1. All Category 1 vessels.
2. Category 2 vessels of 80m in length and over or 15m beam and over.

3. Category 3 vessels of 90m in length and over or 16m beam and over.

In certain channels between the Finnish border and a line extending 148° from position 65°45'N., 22°41'E., pilotage is compulsory for the following vessels:

1. All Category 1 vessels.
2. Category 2 and 3 vessels of 70m in length and over, 14m beam and over, and 4.5m draft and over.

Pilots can be contacted by VHF and board vessels about 2 miles SW of Rodkallen Södra Light (65°19'N., 22°22'E.) or 1 mile E of Farstugrunden Light (65°20'N., 22°45'E.).

The station also provides deep-sea pilots for the Baltic Sea.

**Regulations**

Sandoleden is considered to be that part of the fairway leading from Vitfagelrannan Light through the dredged narrow cut at Klubbaset and across Sandofjarden.

Vessels with drafts exceeding 3.5m are not permitted to pass each other within Sandofjarden.

In order to assist in steering through Sandoleden, vessels over 150m in length must show a blue light at night on the forestay in the vicinity of the jackstaff.

Large vessels must not attempt to transit Sandoleden during winds of Force 8 and above.

(BA NP 20; BA NP 286) 6/02

Page 108—Lines 1 to 14/R; strike out.

(NIMA) 6/02

Page 108—Lines 42 to 54/R; read:

**Anchorage**

Vessels waiting to enter the port may anchor in a depth of 24m, clay, about 2 miles N of Farstugrunden Light (65°20'N., 22°45'E.).

Large vessels may anchor in depths of 21 to 33m about 1 mile SE of Larsgrundet Light (65°28'N., 22°28'E.), on the N side of the main channel.

**Caution**

Local magnetic anomalies exist in the vicinity of the South Approach Channel.

**9.17** The coast between Lulea and the Finnish border, about 50 miles ENE, is fronted by numerous islands, rocks, and shoals. These dangers, which may best be seen on the chart, extend up to 20 miles offshore. The islands are wooded and not easily distinguished from seaward. Only the outermost dangers are described below.

**Maloren** (65°32'N., 23°34'E.), located 23.5 miles ENE of Farstugrunden Light (65°20'N., 22°45'E.), is the southernmost of the islands lying off the coast between Lulea and the Finnish border. This island is composed of sand and fronted by foul ground. It lies near the W end of an extensive shoal area.

## PUB 195 (Continued)

**Maloren Light** (65°32'N., 23°34'E.), equipped with a racon, is shown from a prominent tower, 17m high, standing on the NE side of the island.

A light is also shown from a structure situated on the W side of the island. A conspicuous chapel, with a spire and a belfry, stands on the island, along with numerous houses and huts.

**Lutsarsgrund Light** (65°40'N., 23°20'E.) is shown from a prominent tower, 14m high, standing on a rock, 10 miles NNW of Maloren Light.

**Storo Light** (65°42'N., 23°06'E.) is shown from a prominent tower, 10m high, standing at the S extremity of a peninsula, 6 miles WNW of Lutsarsgrund Light.

**Halsoklippor Light** (65°43'N., 23°27'E.), equipped with a racon, is shown from a prominent tower, 6m high, standing on a rock, 4.5 miles NE of Lutsarsgrund Light.

**Trutskarsbaden Light** (65°44'N., 23°23'E.) is shown from a prominent tower, 7m high, standing on a rock, 4.5 miles NNE of Lutsarsgrund Light.

**Vippgrund Light** (65°45'N., 23°28'E.), equipped with a racon, is shown from a framework tower standing on a small island, 1.6 miles N of Halsoklippor Light.

**Anchorage.**—Anchorage may be obtained, during good weather, in a depth of 20m about 3.5 miles SW of Maloren.

**Caution.**—Vessels should not attempt to approach the coast from seaward between Farstugrundet Light (65°20'N., 22°45'E.) and Maloren, except by the authorized channels and routes. No authorized channels or routes exist between Maloren and Kemi 1 Light (65°23'N., 24°06'E.) (Finnish), 16 miles SSE.

**9.18 Sandskar** (65°35'N., 22°45'E.), lying 5 miles NE of Maloren, may be identified by its light-colored sandhills, 21m high. This island is partly wooded and a narrow tongue of land with a few trees extends 1.5 miles N from its main body. The isthmus by which this tongue is joined to the N side is bare and light-colored. The S extremity of the island is also mostly bare, with a chapel and some huts standing close to the edge of the woodland.

**Sjoasen** (65°32'N., 23°21'E.), with a least depth of 7.6m, is an isolated shoal lying about 5 miles W of Maloren Light.

Launaja, with a least depth of 4.2m, and Kanningen, with a least depth of 7.7m, lie, respectively, about 3 miles and 7 miles SE of Maloren Light.

Flatbotten, with a least depth of 7.7m, lies 3 miles NNW of Maloren Light. Torget, with a least depth of 7.4m, lies 1 mile NW of Flatbotten. Nordvastgrundet, with a least depth 4.4m, lies centered 1.5 miles W of Torget and is marked by a buoy at its SE end.

Utbredan, with a least depth of 6.7m, lies about 7.3 miles WNW of Maloren Light. Karten, with a least depth of 5.8m, lies 1.1 miles W of the N end of Utbredan.

Dynan, with a depth of 6.8m, lies 1.3 miles WNW of Karten. Another detached shoal patch, with a depth of 7.8m, lies 1 mile NW of Karten.

Stolpgrundet, with a least depth of 7.4m, lies about 5 miles W of Utbredan. A detached patch, with a depth of 7.8m, lies 1 mile NNE of this shoal.

The above shoal patches form the outermost dangers in this vicinity. For details of the outer dangers lying W of Stolpgrundet, see paragraph 9.12.

**Caution.**—Restricted areas, which may best be seen on the chart, lie within the inner approaches to Torehamn and Kalix. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for information and regulations pertaining to restricted areas and semi-restricted areas in Swedish waters.

Magnetic anomalies exist in the vicinity of the islands fronting Torehamn and Kalix.

**9.19 Torehamn** (65°54'N., 22°39'E.) (World Port Index (BA NP 20; Lloyd's Ports) 6/02

Page 109—Lines 1 to 52/L; strike out.  
(NIMA) 6/02

Page 109—Lines 1 to 16/R; strike out.  
(NIMA) 6/02

Page 109—Lines 26 to 41/R; read:

**Depths—Limitations.**—The recommended track, which may best be seen on the chart, leads 34 miles in a NW direction from a position 1.5 miles SW of Maloren Light. It passes between Torget and Nordvastgrundet Shoals, 1.5 miles SW of Lutsarsgrund Light, and close SW of Storo Light. The route leads through Gunnarsfjarden (65°37'N., 23°26'E.), Storofjarden (65°44'N., 23°00'E.), and Ranofjarden (65°45'N., 22°57'E.) before finally turning NNW along the E side of Torefjarden to the port.

The fairway channel is authorized for drafts up to 8m as far as the anchorage located in the bight NW of Skagsudden (65°42'N., 23°06'E.). From this anchorage to the port the fairway is authorized for drafts up to 6m.

The main quay is 186m long and has depths of 6.5 to 8m alongside. There is also a small craft harbor with a depth of 2m.

**Aspect.**—Palangeberget (65°48'N., 22°57'E.) is a prominent flat-topped hill, 106m high. Rormyrberget, 78m high, is the prominent summit of the island of Ranon (65°43'N., 22°55'E.).

The approach channel is indicated by lighted ranges and sector lights. The fairway is marked, in places, by buoys and beacons.

**Pilotage.**—Pilotage is compulsory. Pilots must be requested through the Lulea VTS station and will board vessels about 1 mile E of Farstugrunden Light (65°20'N., 22°45'E.) (see paragraph 9.15).

(BA NP 20; BA NP 286) 6/02

## COAST PILOT CORRECTIONS

**COAST PILOT 5**      **29 Ed 2002**      **Change No. 3**  
**LAST NM 1/02**

Page 79—Paragraph 1256; read:

(d) The draws of the Howard Avenue bridge, mile 35.0, and the Daigleville bridge, mile 35.5, at Houma, shall open

**COAST PILOT 5 (Continued)**

on signal; except that, the draws need not open for the passage of vessels Monday through Friday, except holidays from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m. From 10 p.m. to 6 a.m., the draws shall open on signal if at least four hours notice is given.

(CL 1760/01; FR 10/17/01) 6/02

Page 211—Paragraph 189, lines 3 to 5; read:  
entered through Big Marco Pass. Local knowledge is advised. **Capri Pass Approach Light** ...

(CL 1811/01; 20/01 CG7; NOS 11430; LL/01) 6/02

Page 212—Paragraph 219, line 1; read:

**San Carlos Bay Light** (26°25'08"N., 81°57'33"W.), 16 feet ...

(CL 1811/01; LL/01) 6/02

Page 212—Paragraph 223, line 2; read:

11, at the SE end of San Carlos Bay, to ESE of Daybeacon 28, in ...

(CL 1811/01; 30/01 CG7; LL/01) 6/02

Page 213—Paragraph 240; strike out.

(CL 1811/01) 6/02

Page 215—Paragraph 266, line 5; read:

assign berths and can be reached by telephone (day, 941-334-8371); ...

(CL 1811/01) 6/02

Page 218—Paragraph 324, lines 7 to 9; read:

(27°06'46"N., 82°28'13"W.), 20 feet above the water, is shown from a skeleton structure with a square green daymark.

(CL 1811/01; LL/01; 50/00 CG7) 6/02

Page 218—Paragraph 335, line 15; read:

contacted on 941-355-7107 and on VHF-FM channel 9.

(CL 1811/01) 6/02

Page 236—Paragraph 262, lines 6 to 7; read:

Channel and Pass-a-Grille Channel are well marked by lights and daybeacons. In May 1999, the controlling depth in ...

(CL 1811/01; 12/00 CG7; LL/01) 6/02

Page 236—Paragraph 268, line 5; read:

clearance of 8 feet. The bridgetender monitors VHF-FM channel 9; ...

(CL 1811/01) 6/02

Page 236—Paragraph 270, lines 4 to 5; read:

bridgetender monitors and works on VHF-FM channel 9; call sign WQZ 213.

(CL 1811/01) 6/02

Page 237—Paragraph 279, lines 8 to 9; read:

The Pinellas County Sheriff boat is based at the marina. **Coast Guard Station Sand Key** is on the E side of Sand Key about 1 mile S ...

(CL 1811/01) 6/02

Page 240—Paragraph 336, lines 10 to 11; read:

(28°58'31"N., 83°09'13"W.), 31 feet above the water and shown from a white square skeleton tower on piles. A ...

(CL 1811/01; 20/01 CG7; LL/01) 6/02

Page 242—Paragraph 361, lines 3 to 4; read:

(29°39.4'N., 83°27.4'W.), 30 feet above the water and shown from a pile with a square green ...

(CL 1811/01; 28/00 CG7; LL/01) 6/02

Page 315—Paragraph 147, lines 3 to 5; read:

fixed span and a clearance of 3 feet. A ...

(CL 1517/01) 6/02

Page 320—Paragraph 248, lines 3 to 4; read:

with the Intracoastal Waterway through **Acadiana Navigational Channel** and Bayou Carlin. From the Intracoastal Waterway, ...

(CL 1914/01) 6/02

Page 340—Paragraph 168, line 3; read:

the first fixed highway bridge. In October 2001, the controlling depth ...

(CL 1918/01; CO 030/00) 6/02

Page 345—Paragraph 257, lines 3 to 4; read:

for about 2 miles to another turning basin. In August 2001, the controlling depth was 39 feet (40 feet at midchannel) in the channel and 32 to 40 feet in the basin. The channel ...

(CL 1918/01; CO 030/00) 6/02

Page 347—Paragraph 288, lines 5 to 7; read:

miles. In October 2001, the controlling depth was 7.0 feet to the mouth of the bayou, thence 7.0 feet for about 2.0 miles farther upstream.

(CL 1918/01; CO 030/00) 6/02

Page 356—Paragraph 468, lines 5 to 6; read:

the Intracoastal Waterway. In August 2001, the controlling depth was 10.9 feet (12.0 feet at midchannel) to the Monsanto basin.

(CL 1918/01; CO 030/00) 6/02

**COAST PILOT 5      29 Ed 2002      Change No. 4**

Page 87—Paragraph 1596, line 2 to Paragraph 1616; read:  
actual spill response operations or during spill response exercises.

(c) [Suspended]

(d) [Suspended]

(e) Section 160.T208 does not apply to the following:

(1) Each vessel of 300 gross tons or less, except a foreign

**COAST PILOT 5 (Continued)**

vessel of 300 gross tons or less entering any port or place in the Seventh Coast Guard District as described by §3.35–1(b) of this chapter.

(2) Each vessel operating exclusively within a Captain of the Port zone.

(3) [Reserved]

(4) Each vessel arriving at a port or place under force majeure.

(5) [Reserved]

(6) Each barge.

(7) Each public vessel.

(8) [Reserved].

(9) U.S. vessels, except tank vessels, operating solely between U.S. ports on the Great Lakes.

(f) Sections 160.T212 and 160.T214 apply to each vessel arriving at or departing from a port or place in the United States carrying certain dangerous cargo. A vessel submitting a notice of arrival under §160.T212 need not submit another notice as required in §160.T208.

(g) Sections 160.T208, 160.T212, and 160.T214 apply to each vessel upon the waters of the Mississippi River between its mouth and mile 235, Lower Mississippi River, above Head of Passes. Sections 160.T208, 160.T212, and 160.T214 do not apply to each vessel upon the waters of the Mississippi River between its sources and mile 235, above the Head of Passes, and all the tributaries emptying therein and their tributaries, and that part of the Atchafalya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

(FR 10/04/01; CL 1999/01; FR 11/19/01) 6/02

Page 88—Paragraph 1654, line 7 to Page 89—Paragraph 1717; read:

protection, or national security.

**§160.207 [Suspended]****§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.**

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) interna-

tional number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I–418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning July 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

**COAST PILOT 5 (Continued)**

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

**§160.209 [Reserved]****§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes

carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(ii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

**§160.213 [Suspended]****§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

**COAST PILOT 5 (Continued)**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01)

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**WORLD PORT INDEX CORRECTIONS**

PUB 150

17 Ed 2000

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**EVEN PAGE CORRECTIONS**

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL	TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA	
										TIDE	SWELL	ICE	OTHER									
*12180	JOSE TERMINAL	VE	1006N	06451W	148	24430	S	OR	F	N	N	N	Y	N	B	A	J	A	03	L	Y	Y
12200	BAHIA GUANTA	VE	1015N	06435W	148	24435	S	CN	G	N	N	N	Y	N	C	H	L	*	01	L	Y	Y
*48240	QALHAT LNG TERMINAL	MU	2241N	05924E	172	62350	M	CN	G										L			

## PUB 150 (Continued)

## ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY	U.S. REPRESENTATIVE	ETA MESSAGE	PILOTAGE COMPULSORY AVAILABLE LOCAL ASSIST ADVISABLE	TUGS SALVAGE TUGS ASSIST	QUARANTINE PRATIQUE DERATT CERT OTHER	COMMUNICATIONS TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL	LOAD/ OFFLOAD WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR	MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	CRANES FIXED MOBILE FLOATING	LIFTS 100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	SERVICES LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR	SUPPLIES PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE	REPAIR DRYDOCK RAILWAY
*12180		Y		Y Y	Y	Y Y	Y Y	Y Y	Y N				N N Y Y	
12200	Y N Y		Y Y		Y	Y Y	N Y Y Y Y Y	Y	Y N N	Y	Y Y Y Y	Y Y N N Y	Y Y Y Y N N	C
						*	*	*			*	*	*	
*48240	Y	Y			Y		Y Y Y	Y	N N				N N N N	

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